

# CONFERENCES BRING FACTIONS NEARER AGREEMENT

## ITALIANS LOSE DREADNAUGHT AND 300 MEN

Explosion Following Fire Wrecks the Leonardo Da Vinci in Taranto Harbor Before It Is Beached.

## LETIMBRO SURVIVORS CAUGHT BY ARABIANS

Rescued Passengers Reach African Coast But Are Captured by Rebels and Taken Inland.

International News Service:

PARIS, Aug. 15.—The Italian dreadnaught Leonardo da Vinci has been blown up in Taranto harbor, Italy, with the loss of 300 members of her crew, according to an official dispatch received here today.

The explosion followed the outbreak of fire on board. Flames were discovered in the ship's galley and spread with great rapidity. The crew undertook to flood the magazine and beach the dreadnaught, but the explosion occurred before shallow water could be reached.

A big hole was torn in the warship's hull and she rolled over on her beam ends, throwing many of the sailors into the water where large numbers were drowned before they could be rescued.

Carried 13 Big Guns.

It is believed the ship can be refloated after repairs are made.

The Leonardo da Vinci displaced 32,340 tons and her armaments consisted of 12 12-inch guns, nine 16-inch turrets on the center line and four in pairs in turrets firing over the end of triple turrets; eighteen 4.7-inch guns in batteries; eighteen 3-inch and three 18-inch torpedo tubes.

The warship was launched in 1911 and placed in commission in 1915. The two sister ships of the Leonardo da Vinci's class are the Conte di Cavour and the Giulio Cesare.

## SURVIVORS ARE CAPTURED.

ROME, Aug. 15.—A Tripoli dispatch reports that one of the missing lifeboats of the steamer Letimbro, sunk by an Austrian submarine, reached the coast of North Africa with eight survivors who had been given up for dead, but that the entire party was captured by Arabian rebels and carried into the interior. A rescue expedition is being formed to effect their release, who include several women.

## GENOVA, AUG. 15.—The Italian

steamer Teti has been sunk by a submarine in the Mediterranean. Part of the crew was landed here today, but 17 men are missing. The Teti displaced 2,868 tons and was built in 1887.

## Take More Prisoners.

ROME, Aug. 15.—The capture of 1,629 more Austro-Hungarian prisoners was announced today by the Italian war office.

The battle which has developed east of the captured fortress of Gorizia is still in progress.

The Italians have captured strongly defended Austro-Hungarian entrenchments in that area, the official report says.

On the Carso plateau, southeast of Gorizia, the Austro-Hungarians made strong counter-attacks, but they broke down under the Italian fire.

Further progress has also been made by the Italians west of Monte Grado and Monte Pecinka, where trenches were carried in storm attacks.

## Bulgars Suffer Heavily.

SALONIKI, Aug. 15.—The operations begun by the allies at Lake Doiran are following their normal course," says an official statement issued by the Anglo-French headquarters today.

Refugees from the Lake Doiran area, where the Anglo-French and Serbian forces are attacking the Bulgarians, reached Kilkish today and asserted that the Bulgars have suffered heavy losses.

The bombardment of the Bulgarian position was terrific. The populace of the nearby villages have sought refuge behind the allied lines where they are being succored by the British and French.

## Attacked from Air.

VIENNA, (via Berlin wireless) Aug. 15.—Italian batteries, air stations, and defensive works at the mouth of the Isenno river have again been attacked from the air by the Austro-Hungarians.

## Evidence Tends to Show Conspiracy Of Speculators

International News Service:

CHICAGO, Aug. 15.—U. S. Dist. Atty. Cline today was considering asking Federal Judge Landis to call a special grand jury to investigate evidence agents of the department of justice have unearthed and which is said to tend to show that the recent spectacular rise in the price of wheat was due to a conspiracy between speculators and big milling interests of the northwest. A number of big traders were summoned to appear today before the federal district attorney and E. N. Hurley, chairman of the federal trade commission, and tell what they know about the increased prices. After their stories have been told, the district attorney will make his decision about the grand jury, for that is the only way in which he can get the facts to prove or disprove the evidence that has been obtained by federal agents. The district attorney declared that he is only interested in the question as to whether a conspiracy exists, and if he finds that prices are the result of natural conditions, the government will not interfere.

## SEC'Y LANSING WILL CHOOSE MEMBERS OF COMMISSION FOR U. S.

International News Service:

WASHINGTON, Aug. 15.—Selection of the commissioners to represent the United States in the parley with the de facto government of Mexico has been turned over by the president to Sec'y Lansing. Pressure of other matters is now a compelling reason why the president himself will not select the American commissioners.

Information has reached here that the Carranza government is evidencing some impatience at the apparently inexplicable delay in naming the Americans, and proceeding immediately to the consideration of the questions at issue. One faction in Mexico City has even counseled calling off the negotiations, on the ground that it is an affront to the Mexican de facto government. However, little importance is attached to this fact here, as it is understood that this group merely is a handful of extremists and anti-Americans.

While the administration is maintaining deep silence on the subject, it is impossible to cover up the fact that difficulty is being experienced in securing men of large enough calibre who are willing to serve as the American commissioners. Sec'y Lansing has before him now a list of the eligibles for the position and will bend every effort in attempting to secure the consent of three of them to act for the United States.

## GRAVE STONE MAKERS HOLDING CONVENTION

International News Service:

CLEVELAND, Ohio, Aug. 15.—Grave stone manufacturers made merry today on the occasion of the eleventh annual convention of the National Retail Monument Dealers' association.

Up to the minute styles in monuments were on exhibition. They have changed from the old tall marble shafts to a more massive heavy block, with artistic designs and delicate cutting.

As the 750 delegates gathered today they discussed the high cost of doing an ornate business.

"Unusually good for this time of the year."

At a banquet there will be music and dancing and fluids not entirely of the embalming variety.

## Hope That Scourge Is Checked Goes Glimmering Today

International News Service:

NEW YORK, Aug. 15.—Hope that the crest of the infantile paralysis epidemic had been reached was destroyed today by a large increase in the number of new cases and deaths. For the 24 hours ending at 10 a. m., the health department reported 167 new cases and 29 deaths, an increase of 68 and eight respectively.

The total cases to date is 6,532, while 1,463 have died from the disease. The experts watch with the course of the disease believe that check the cold weather of the fall can check the epidemic. The number of cases may reach 11,000 is generally believed by physicians.

Several cases among the adults have resulted fatally. It is apparent from observation of the present plague that any adult who falls victim has a very slight chance of recovery.

Criticism of the health department is steadily increasing. Numerous complaints have been made of dead animals being allowed to lie for several days in the streets.

## Remnants of Serbian Army Join Allies



SERBS MARCHING TO CAMP NEAR SALONICA.

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About 150,000 Serbian soldiers, the remnants of the army driven out of its own country by the Austrians, Germans and Bulgarians, have been reorganized and now form a part of the allied army making a new drive in the Balkans. The objective of the allies is to clear Serbia of the invaders and to cut off the Bulgars and Turkey from the central powers. The picture shows some of the Serbians marching into their camp near Salonika.

## SOCIETY WOMEN TO AID "SLAVES"

Probe Into Gotham "Vice Trust" Reveals Grafting Policemen.

International News Service:

NEW YORK, Aug. 15.—Revelations in the vice investigation in this city have induced a number of society women to offer their services to stamp out the evil and to help girls rescued from the clutches of white slaves. In addition to this unofficial alliance the police department is co-operating with the district attorney's office in the greatest vice hunt this city has ever known.

Information given to Asst. Dist. Atty. Smith by Yushe Botwin, head of the so-called "vice trust," involves two more policemen as collectors of graft, making five in all so far mentioned by witnesses questioned by the assistant district attorney.

This information will be given to the grand jury later in the week. As a result of this testimony Mr. Smith believes that at least four more indictments will be returned.

Botwin has given the names of four more persons who were active in the "white slave trade" and they are said to have sold thousands of girls to keepers of resorts during the past few years.

## ELKHART SPEEDERS SPILL NEAR LAPORTE; EIGHT ARE INJURED

International News Service:

LAPORTE, Ind., Aug. 15.—Rushing along the Lincoln highway early today with the speedometer showing 65 miles an hour, an automobile containing Robert Golden, H. L. Bender, Herman Hensel, C. Jeffries, Walter Foster, Arthur Osborne, Lester Rouen and Dewey Kantz, all of Elkhart, skidded at a turn in the road, turned turtle hurling the occupants in all directions with the result that the eight men are now in the hospital in this city, suffering from serious injuries.

The ninth man in the party, H. B. Kimball, escaped injury and summoned help. The victims will be unable to leave the hospital for several days.

## THREE ARE KILLED IN FREIGHT TRAIN WRECK

International News Service:

WASHINGTON, Aug. 15.—Three men are known to have been killed and at least six were injured in a head-on collision of double headed freight trains on the Baltimore & Ohio railroad at Vancas Station, two miles east of here, about 4 o'clock this morning. The trains were No. 89 westbound, and No. 190 eastbound.

The dead: J. W. Fustis, engineer of Glenwood, Pa.; Henderson of Glenwood, Pa.; and Wright, fireman, of Glenwood.

## INCREASE POLICE FORCE.

International News Service:

GARY, Ind., Aug. 15.—The city council has decided to increase the police force by the addition of 20 more patrolmen and another motor patrol wagon. Because of the increase in population, Chief William Forbis had asked for 40 additional officers.

## British Regain Trenches Near Pozieres; German Artillery Keeps Active

International News Service:

LONDON, Aug. 15.—Nearly all the trenches captured by the Germans northwest of Pozieres on the Somme front during Sunday have been reconquered by the British, the war office announced this afternoon.

In spite of the deep mud resulting from the heavy rainstorm on Monday there was furious fighting along the western slope of the ridge north of Pozieres last night.

Strong attacks were delivered by the British troops after the German positions had been subjected to a powerful bombardment.

The Germans resisted desperately, but the British were able to penetrate the Teuton position, occupying important trenches which they had lost 35 hours earlier.

PARIS, Aug. 15.—German artillery both north and south of the Somme river was very active all night carrying out a vigorous bombardment of British and French positions.

French positions south of the Somme were under a particularly heavy fire.

Infantry attacks were made by the Germans southwest of Peronne where the war office said in its daily communique, and the Teutons were successful in penetrating a small salient north of Estrees. French counter-attacks were delivered immediately afterwards and the Germans were ejected from their freshly-gained ground.

At Belloy-en-Santerre, northeast of Estrees, a German reconnaissance was dispersed.

In the Verdun sector the French made a grenade attack against the German positions at La Chappelle Ste Pene (on the right bank of the Meuse), and scored some progress.

PETROGRAD, Aug. 15.—As the Austro-German lines in Galicia are shortened by retirements the Russians have begun to meet more formidable resistance, but dispatches from the front continue to report progress at numerous points.

The Russian force that captured Zborow on the Strypa river is now moving on Zlocow, on the railway which joins the main Lemberg line. Along the Zlota Lipa the Russians are successfully attacking the Austro-Hungarian positions on the hills.

There has been no confirmation of the report of the capture of Halicz, on the Dniester, but many military critics believe that the city is already in Russian hands.

## FINISH INQUIRY ON COMPLAINTS

Members of Winamac Company Resent Stories of Mistreatment on Border.

International News Service:

INDIANAPOLIS, Ind., Aug. 15.—Brig. Gen. Hurley of the Texas national guard, who was appointed to conduct the investigation of reports of extreme dissatisfaction in the Winamac company of the Indiana national guard, has completed his inquiry, but officials here today said his report would go through the war department with the usual secrecy.

Gen. Hurley, it is understood, called in the men of the company at Llano Grande and questioned them. If the men told the same stories inside his tent they did in public when it was reported the investigation would be made, the complaints of Winamac citizens will stop. Many of them resent the reports sent to Washington about their mistreatment.

The entire division encamped at Llano Grande, numbering 9,000 men, was reviewed yesterday by Maj. Gen. O'Ryan of New York.

## BULGARS AND TURKS SEEK SEPARATE PEACE

ROME, Aug. 15.—Bulgarian and Turkish diplomats have arrived in Bern and are in touch with diplomatic agents of the allies with a view to the negotiation of separate peace.

## RAILROAD STRIKE WOULD HURT CITY

Great Sources of Food and Necessities Would be Cut Off Should Roads Tie up.

Just how would South Bend be affected should the imminent railway strike develop, is a question which may not have occurred to the majority of citizens, although it is a vital topic with manufacturers and those who depend upon the transportation facilities of the nation to dispose of their products.

With more than 400,000 trainmen striking and at least 225 of the most important railroads in the country tied up, the nation would be deprived of its principal means of supply, and South Bend would come in for its share of loss brought about by such conditions.

Not more than 100 trainmen reside in South Bend who would be called on to handle a strike by the Grand Trunk & Western Co. trainmen belong to the brotherhood which is now negotiating with the railroads and conferring with Pres't Wilson, but these trainmen would not be called out. The Grand Trunk is a Canadian company and not implicated in the American difficulties.

But the employees of the New York Central, the Vandalla and the Michigan Central lines would strike should the order be issued. These men are members of the brotherhood and subject to the strike call.

Groceries Would Be Short.

How would South Bend secure its grocery, meat, coal and ice supply should the trainmen strike?

How would the manufacturers dispose of their goods without the railroads in operation?

These are the two principal problems which would face the city in case of a strike.

South Bend would not suffer to the same extent as other cities, particularly larger towns, according to those who are studying the situation. It is probable that there would be a shortage of groceries. Because of the high prices of these products dealers have been unable to carry large stocks and depend upon supplies from Chicago and other large cities. These sources of supply would be practically cut off by the railroad strike. Chicago, New York and other large cities would refuse to sell their supplies because of the shortage which would exist in these cities. Practically the only means of transporting these goods if they could be secured, would be by means of interurban lines. South Bend is particularly fortunate in this respect as both the South Shore and Northern Indiana lines connect Chicago with the latter by means of boats, and cover considerable territory surrounding the city where supplies might be available.

As far as fresh meats are concerned the city would have to depend largely upon the surrounding country because Chicago, the center of the fresh meat supply, would not have more than enough meat to last over two days, according to the dealers here. Canned goods, cold storage, dried and dehydrated products would be the principal means for South Bend should the strike continue for any length of time.

Coal Would Run Out.

The majority of South Bend coal dealers bring fuel to the city in car load lots, therefore the coal supply

might be cut off. The city would have to depend upon the surrounding country for coal. The coal supply might be cut off by the railroad strike. The city would have to depend upon the surrounding country for coal.

Much complaint that money will probably be used later to support men or the families of men who this summer are loafing has reached the Associated Charities office. While the board asserts that some of the men seen on the streets during the day work at night and that many who are refusing jobs are single men who likely will not apply for charity, still it realizes that there are some men loafing who could and should be working. It is the names of these men which are sought. Any persons knowing of such cases will be of great assistance to the board if they will report to the Associated Charities office in the Jefferson building.

IN ORDER TO PREVENT THE DISTRIBUTION of charity to undeserving persons this winter, the board of directors of the Associated Charities is desirous of starting a registry of persons who, having been offered jobs this summer, have refused to take them and have chosen to loaf instead. The board therefore earnestly urges all who know of men who have refused work to send in the names so that the cases may be investigated and measures taken either to make them work now or to prevent their being the recipients of charity during the winter.

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## BASIS OF SETTLEMENT IN RAILWAY DISPUTE MAY BE REACHED LATE TODAY

Managers In Another Session With Wilson Present Counter Proposal To Be Submitted To Brotherhood Representatives.

## RAILROAD OPERATORS ARE MORE OPTIMISTIC

International News Service:

WASHINGTON, Aug. 15.—Further progress in the effort to reconcile the differences between the railroads of the country and their union employees was made by Pres't Wilson today. But it will be late today at least before it will be known whether the gains already made have ended the danger of a nation-wide strike that would tie up all transportation lines.

For one hour and 40 minutes the president and a committee of the railway managers this morning discussed the demands of the brotherhoods that they be granted an eight-hour day. The railway managers, through their spokesman, Elisha Lee, cited figures which they claimed would make it impossible to grant the eight-hour work day on the terms demanded by the men. They offered as a counter proposition, however, to recognize the essential nature of a shorter working day—some suggested eight hours and some nine hours—but insisted that if it was to be granted a neutral commission should be named to lay down the law as to how it must be made effective.

Finally the railway managers left their counter proposal in the hands of the president to discuss it with the brotherhood representatives. It was decided that they would go to the white house at 3 o'clock this afternoon to consider the matter, meanwhile the situation continuing practically unchanged.

Sec'y to the Pres't Tumulty, following the conference, made the following statement:

"The president spent an hour and a half this morning with representatives of the railway managers. After the conference he said that it was impossible as yet to report on the result; all that he could say was that a very candid and honest discussion was in progress about a practicable basis of settlement."

Situation Still Acute.

The situation still is acute because of the wide latitude that the negotiations are assuming. However, officials closest to the white house continued to profess complete confidence that a compromise yet will be arranged which will prevent the threatened strike. It was argued that the more the questions at issue were debated and discussed, the stronger became the possibility of ultimate agreement.

The railway managers went to the white house today prepared to fight to the last ditch against acceptance of the original plan proposed by Pres't Wilson that they agree to put the eight-hour working day into effect on their roads immediately and then allow either the federal conciliation and mediation board or a neutral arbitration tribunal to work out the issues that are contingent thereon, including the question of how overtime at increased rates and how costs were to be met.

Lee Speaks for Roads.

The argument for the roads was made by Elisha Lee, who carried with him to the conference a mass of data which he utilized to prove the contention of the managers that they cannot meet the demands of the men under present rate conditions. Today's arguments were of a most spirited character. After the Lee brief had been read the president went into details with the managers and asked numerous questions regarding the claims that they made. He also demanded and received answers to questions that he already had propounded to the brotherhood representatives.

Hold Closed Session.

The managers again went into session behind closed doors in their hotel at 8:30 this morning. They carried into the conference a large number of documents which were brought to Washington by a special messenger on the early morning train. These documents were understood to contain a complete statement of the earnings of the various railroads, with the comparative tables which showed just what percent is paid out in wages, and it was understood that a new statement was being prepared to submit to the president.

Although by agreement none of the managers would talk for publication, they intimated that in their opinion the president had demanded greater concessions from the railroads than from the men.

The representatives of the Railway Managers' association were in conference in their hotel until after

3 o'clock this morning talking over the suggestions that were made to them by the president at yesterday afternoon's conference. It is understood that there was a wide difference of opinion among the representatives of the roads as to the means that should be followed. A number of the managers took the position that the president's action in demanding that they make further compromises to prevent a strike had placed them in a false light before the country.

Keep Silent on Details.

After a lengthy discussion, however, a plan of procedure was arranged which was to be placed before the president when he received them today. By agreement all details regarding the plan were withheld out of respect to the president.

Meanwhile the representatives of the brotherhoods quietly waited at their hotel in the other end of the city for word from the white house. The majority of the union representatives admitted that they expected a way out would be found, but declined to discuss what the president was doing.

The consensus of opinion is that some general plan of arbitration will be the mutual solution. This will take the form, unless one side or the other kicks over the traces at the last moment, of either a board committee appointed by the president, or on which he will name the neutral members. It was generally hoped that the president would be able to influence the railway managers to withdraw their demand that in any arbitration that is agreed on the entire question of overtime and pay generally be considered as direct questions. That up to the present has been the great stumbling block, the brotherhood men insisting that only the eight-hour question and the wage advances were in dispute as the other questions already had been conceded by the roads during the last few years.

Many Would Lose Charities.

The president is admittedly especially worried by reports that practically all the big railroads are agreed that if the strike finally materializes, they will make no efforts to enforce operation of trains by employing strike-breakers. It was estimated at the offices of the board of mediation and conciliation that about 16 percent of the railroads involuntarily would lose their charter by failure to make any efforts to run trains. At the same time it was stated that word has been received on reliable authority that the railroads will insist that they have met all demands for wage increases that they could without receiving increased rates for the transportation of merchandise.

Twenty-four hours of such a strike would cause more suffering than an invading army," said James Chambers, head of the mediation board, in commenting on the situation. "I recall a 24-hour strike on one comparatively small railroad. Half a dozen important hospitals were without milk, rates on various commodities increased 100 percent, and great suffering resulted before that short time was up. I cannot think that either side in this dispute will be willing to shoulder the awful responsibility of bringing about such a state of affairs."

(CONTINUED ON PAGE SEVEN)